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ARMY AVIATION RISK-MANAGEMENT INFORMATION

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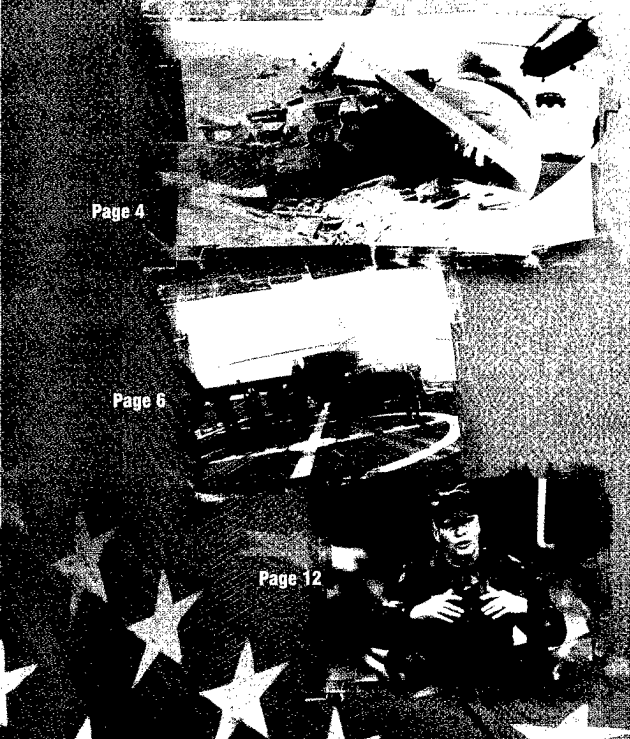

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POV FATALITIES through 30 April

FY02	FY01	3-yr Avg
61	46	61

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ARMY AVIATION RISK-MANAGEMENT INFORMATION

June 2002 ✦ VOL 30 ✦ NO 6

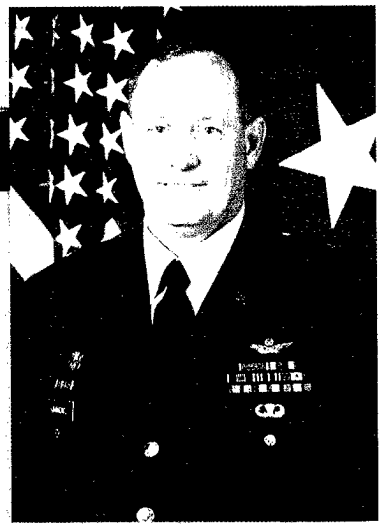
Mid-Year Review

featuring

aviation accident safety performance

DASAF's CORNER

from the Director of Army Safety



Let's Make it a Safe Summer

So much has changed since we last focused our energies on summer activities. Many things taken for granted before last September have now acquired a deeper meaning, perhaps making us more reflective and mindful of how quickly danger can surface.

Our nation and world may have changed since the days of previous summers, but many of the hazards our soldiers face both on and off duty have not. Our civilians and soldiers are not only lost to terrorists and hostile fire, they die in accidents as well.

Accident rates traditionally rise when summer's fast-paced, high-energy activities are in full swing—both on and off duty. Field training activities intensify, basic training expands, Reserve Components accomplish their annual unit training, and units capitalize on improved training opportunities and flying weather. Increased exposure to common hazards associated with summertime activities must be met with a corresponding increase in our efforts to manage the risks associated with those hazards more effectively.

Off-duty POV accidents remain the number one killer of soldiers, and the summer months are the deadliest. From Memorial Day through Labor Day last year, we lost 37 soldiers in POV accidents. This summer, we have some new risk management tools to help us combat POV accident losses. "Drive to Arrive" POV accident prevention videos, as well as a third edition of our POV Risk Management Toolbox, are now available on the Safety Center website at ***http://safety.army.mil***. Make sure your soldiers see the videos before heading out on the highways for their weekends of off-duty summer fun.

While POV accidents account for the majority of our losses, they aren't the only killers. Every summer, we lose soldiers to all types of hazards: plunging into cool waters to momentarily escape the heat of the summer sun, heat exertion during training activities, boats capsizing, and even insect bites. We need to ensure our soldiers are conscious of even the lesser-known hazards, such as insect/snake bites, and enforce appropriate controls.

The best weapons in this battle to keep soldiers safe during summer activities are your NCOs and risk management. Make sure your NCOs get the word out on common and not-so-common summer hazards, so that your soldiers can, in turn, make informed risk decisions. We must instill in everyone a keen sense of awareness of the tragic consequences of failing to effectively manage risks associated with both their on- and off-duty activities.

As commanders, leaders, and first-line supervisors, we each have a moral responsibility to devote time and attention to ensuring that this summer's activities are accident free. Leadership, training, enforcing standards, discipline, and applying solid risk management principles can help us accomplish this. We must each avoid complacency in dealing with summer's known hazards and be vigilant in identifying new hazards as missions and environmental conditions change.

This summer, let's strive for one more major change: Let's put an end to the summer season's infamous history of being one of the most significant accident-producing periods of the year. Doing so will help us preserve our readiness for combating those who would inflict harm on the people of our great nation and our allies.

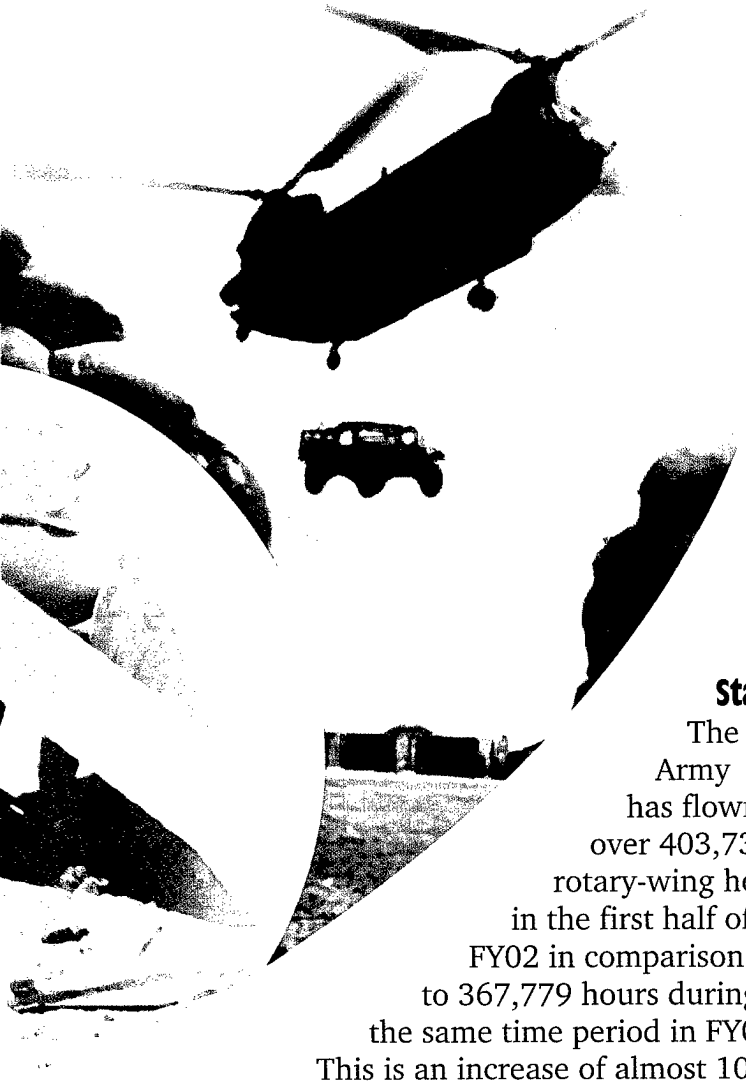
Remember that a single word of caution about the hazards associated with swimming and boating activities, hot-weather training activities, drinking and driving, fatigue, road rage, failure to use seatbelts, etc., may save a life or prevent a serious injury. With your commitment, we can make this our safest summer season ever.

Train hard—and play hard, but be safe!

BG James E. Simmons

Safety Center Aviation Mid-Year REVIEW

The events of September 11th have propelled our nation into war. The Army has answered the call in Operation Enduring Freedom by deploying forces in combat missions around the world. On the home front, National Guard and Reserve Component forces have deployed to protect our borders and key nodes of infrastructure. Aviation units have been involved in all these operations and have performed superbly.



Stats

The Army has flown over 403,737 rotary-wing hours in the first half of FY02 in comparison to 367,779 hours during the same time period in FY01. This is an increase of almost 10%. While flying more, the overall number of aviation Class A-C accidents decreased from 65 in the previous year to 62 in FY02. The table below shows the number of Class A-C accidents in the first half of FY01 and FY02.

Class	FY02	FY01
A	9	8
B	10	8
C	43	49
Total	62	65

The severity of accidents has increased during the first half of FY02. The Army lost 13 soldiers in aviation fatal accidents. This is an increase of 18.2% in comparison to the 11 fatalities during this same time period in FY01. In our analysis, we determined that the operating environment was a greater factor than OPTEMPO in these accidents.

Prevention

The Army has taken steps to assist the field in reducing aviation accidents. An initial Safety Alert Notification (SAN) was sent to the field in September 2001 addressing OH-58D problem areas and corrective recommendations. Since then, the Army Safety Action Team met and has outlined immediate, short and long-range goals to address preventive measures for the Kiowa Warrior. Funding requirements have been defined and are now at Department of the Army level for approval and resourcing. These actions, coupled with an increased awareness in the field of the risks, have decreased OH-58D Class A-C accidents from 14 in FY01 to 11 in FY02. While we still have work to do, we need to continue this downward trend in the OH-58D. For more details on the OH-58D, see *Flightfax*, April 2002 edition.

Proactive

Army Aviation leadership has integrated risk management into the Aviation Transformation. This plan for the future ensures the operational needs of the Army are met, while simultaneously inculcating safety in all aspects of planning, coordination, and execution.

Further, in April 2002, the Safety Center deployed a team forward in Southwest Asia. Their mission is to provide proactive safety assistance to the Theater Army Commander in support of Operation Enduring Freedom. In conjunction with the Army Central Command staff, this team is assisting the force in accident prevention and risk management integration.

Bottom line

Leaders set the conditions for their soldiers to succeed. Whether that is accomplishing a tactical mission in Afghanistan or a training flight in Wyoming, hazards need to be identified and controls put in place to mitigate the risk of those hazards. Incorporating the 5-Step Risk Management Process into all operations will assist not only in accomplishing the mission, but also getting it done safely.

—MAJ Dave Hudak, Operations Research and Systems Analysis Division, DSN 558-2075 (334-255-2075), dave.hudak@safetycenter.army.mil

Deck Landings Revisited

Ships are a tactically sound and readily available launch platform for Army helicopters. Commanders are using these joint assets to complete today's challenging missions. Operations from a ship's deck allow tactical commanders to focus on the mission with less concern for things like force protection and local security, as well as alleviate the unit's footprint in a potentially hostile land-base area. The OH-58D is the perfect platform from which to conduct many ship-based missions such as armed reconnaissance; limited security operations; raids; small boat interdiction; Rescue Escort (RESCORT); Visit, Board, Search and Seizure (VBSS) cover; naval gunfire direction, close air support, and ship takedown cover. The frigate is a prime launch platform with agility, speed, self-defense systems and integrated hangars.

Deployment preparation

Our deployment, Joint Shipboard Helicopter Integration Process (J-SHIP) Dedicated at Sea Test (DAST) 9B, was DoD directed and scheduled, so we had a bit of prior notification that allowed us to properly prepare. The primary mission of the test was flight envelope expansion, but the J-SHIP folks also wanted to check their products and get user feedback. They wanted to see if a landlocked unit could pick up their tools and use them to successfully deploy and conduct missions from a ship. Mindful of that, we used the tools made available by the J-SHIP office at www.JSHIPjcs.mil, where there are a host of things there from pre-sail checklists, to NATOPS manuals, to Army FMs. We also used the base risk assessment form located at http://safety.army.mil under the TOOLS button. With only limited deck landing qualification (DLQ) experience, these tools provided invaluable insight into how we should prepare for a full live-aboard deployment.

The preparation that paid the greatest dividend for us was deck-handling training for our personnel. We took the Navy's Ship's Resume', looked up the class ship we would be working aboard, and painted a complete, to-scale deck with our hangar doors replicating the ships hangar deck doors. By conducting training on the mock up saved us a great deal of time on the deck through increased efficiency of movement. There is no substitute for a rolling deck, but being familiar with the necessary geometry helped immensely.

Under way

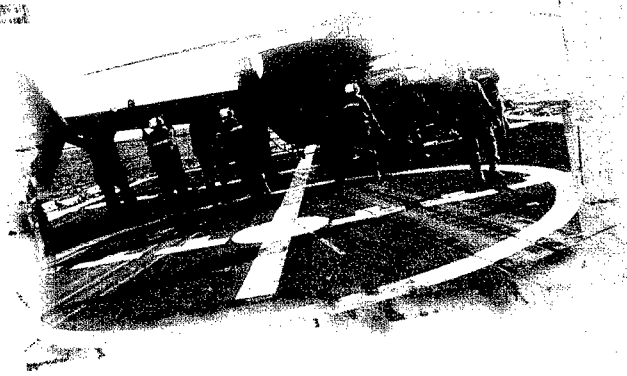
Our deployment took place on an Oliver Hazard Perry Class (FFG-7) Frigate. We deployed three OH-58Ds with a complement of seven pilots, four crewchiefs, and three armament personnel. A word of advice: pack light, the frigate has limited space.

Frigates are built with flight hangars and are therefore prepared to accept all the associated equipment (toolboxes, ground handling wheels, etc.), but personal space is at a premium. The hangar deck is equipped with a small office that allows for ULLS-A computer and printer use. PLL was packed for seven days, which was ample for our deployment. Extended operations would have been taxing and delivery of major end items (rotor blades, etc.) would have been challenging if needed.

Lessons learned

Be prepared to work closely with Navy personnel and to have them become an integral part of your team. Flying day/night or continuous operations will require you to rely on Navy personnel to accomplish your mission. Be patient, they are eager to learn about the way we do business...and we do operate differently.

Maneuvering aircraft is the most taxing operation. With deck pitch/roll angles at a conservative 2 and 4 degrees respectively, it will take 11 personnel to maneuver one OH-58D on the deck. With the seas pitching the deck greater than 2/4, it will take no less than 17 personnel to maneuver. Here's the math: one



director (Army PSG), two tail holders, two wheel operators, four chainmen, two skid riders (four-blade fold), four pushers, and two chalkmen. Chalkmen, you ask? If you've pushed a "58," you know the wheels take a few seconds to fully lower. The Navy has adjustable wheel chalks that can be positioned around the wheels to stop movement immediately, rather than waiting for the chalks to lower. These came in very handy, to say the least.

We ran into a problem with the maneuvering crew not being able to hear the deck director's commands. Units may want to provide the director with a bullhorn, or devise whistle signals that communicate movement techniques. The Navy regularly uses whistles; the Landing Signal/Enlisted (LS/E) director or deck safety officer can easily sound a command that is clear to all personnel.

Another way to make life easier for your detachment is to talk with the Captain (CAPT) of the ship or the Officer of the Deck (OOD). Let him know that smooth seas make your job much easier. Even with a high sea state, the CAPT or OOD can maneuver the ship to reduce the pitch and roll of the deck, which in turn lessens your workload and lowers the excitement level.

Standard flotation devices were an initial issue for us. Flight crews landed on the deck, then began to ground handle aircraft with only their LPU-10s for flotation. NATOPS requirements state that flight crews may wear their in-flight flotation devices when on deck, but we may want to further clarify that. If a pilot is about to take off, then no problem. If the pilot has just landed and now becomes part of the ground crew, a float-coat should be worn. A float-coat is a wonderful piece of equipment. It inflates automatically when introduced to a large volume of salt water, floating the wearer face up and has a good deal of reflective tape attached. These features come in handy if one becomes unconscious between falling off the deck and entering the ocean.

Another issue is the refueling of aircraft. The Navy does not regularly use or carry OH-58 compatible CCR nozzles, so that leaves it to the flight section to provide them. Once provided, the grapes (Navy refuelers) must be shown how to operate the nozzle. An initial training session for all refuelers will be much more effective than trying to train each refuel crew individually on the deck during operations.

Our armament operations were carried out smoothly, despite the fact that the Army operates

a forward area rearm/refuel point (FARP) much differently than the Navy. The Navy does not hot-rearm aircraft or tube load rockets, so there was a bit of tension when we began to do those tasks. The tension level subsided after a run-through with inert ammo and TTPs were developed to increase efficiency. A word of caution: the deck-marking paint is slick when wet. Our armament personnel, who were moving everything from .50 cal to K-model Hellfire missiles around the deck and under the tail of the aircraft, found traction to be a problem on the landing reference lines painted on the non-skid deck. It wasn't a major problem, just something personnel should be aware of before beginning operations.

It's not just a job

Our deployment ended on a high note. The experimental test pilots (XPs) documented their data, the J-SHIP folks validated their tools, and our commanders saw that we could work effectively aboard ship. Most importantly, we trained seven aviators and seven crewmen in a totally new environment and did it safely. We were able to do this through effective preparation.

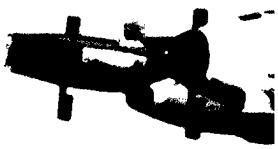
The tools are there for you, check them out:

- http://safety.army.mil/TOOLS/
- www.JSHIP.jcs.mil
- FlightFax, March 2001 and June 2001
- FM 1-564, Shipboard Operations

—CW3 Chris Chance, Aviation Safety Officer, 3rd Squadron, 4th Cavalry, Wheeler Army Airfield, Hawaii, DSN 456-1355

Special Electronic Mission Aircraft Qualification Course

The Army's mission of aerial observation claims a history as old as aviation itself. During the Civil War, the U.S. Army Balloon Corps pioneered the mission of airborne reconnaissance, directing artillery fire against enemy positions. The tactical benefits of aerial reconnaissance were recognized immediately and the mission kept pace with early advancements in aviation.



As the aircraft fleet expanded throughout the 20th century, airborne mission systems were developed specifically for intelligence gathering operations. Since the early 1960s, the Army operates an extensive fleet of highly-modified helicopters and fixed-wing aircraft to perform the mission of aerial reconnaissance. The term SEMA (Special Electronic Mission Aircraft) is used in reference to these aircraft.

The U.S. Army Intelligence Center at Fort Huachuca was designated as the TRADOC proponent for both aircraft and systems related SEMA training. The "Airborne Radio Direction Finding Qualification Course" was one of the first SEMA-related training programs conducted at Fort Huachuca as early as 1972. In fact, the Intelligence Center has conducted nearly 40 years of SEMA pilot and crewmember training in a variety of aircraft including the OV-1 "Mohawk," RU-21 "Guardrail," EH-60 "Quick Fix," and Unmanned Aerial Vehicle (UAV)

collection platforms.

Today, the Intelligence Center conducts SEMA qualification courses in both the RC-12D and RC-12N "Guardrail/Common Sensor" aircraft. Although the section is composed of less than a dozen instructors and only six aircraft, it supports approximately 70 aircraft series qualifications annually. Course graduates are assigned to one of only five Aerial Exploitation Battalions (AEB) worldwide: 1st Military Intelligence (MI), Wiesbaden, Germany; 3rd MI, Camp Humphreys, Korea; 15th MI, Fort Hood, Texas; 224th MI, Hunter AAF, Georgia; and 204th MI, Fort Bliss, Texas.

RC-12N (Guardrail/Common Sensor)

Each aircraft qualification course consists of three phases including Common Core, Phase I, and Phase II flight and academic training programs. During Common Core, student pilots are exposed to a variety of military intelligence subjects including National Intelligence Structure; Collection Management; Operations Other Than War (OOTW); Army Airspace Command and Control (A2C2); and both concept and structure of the Military Intelligence Brigade. In addition, students learn the capabilities and organization of other SEMA platforms including the RC-7 "Airborne Reconnaissance Low" and the Hunter UAV.

During Phase I, students receive flight and platform instruction from designated aircraft instructor pilots. Course subjects include aerodynamics; regulations and airspace (IFR/VFR); aircraft performance; and airframe systems. Student pilots conduct a variety of terminal area, local, and cross-country flight training profiles during normal and emergency operations. Due to the increased crew workload associated with the specialized aircraft, crew coordination, flight hazard identification, and risk management techniques are taught and emphasized throughout this phase of training.

During Phase II, students receive flight and platform instruction from designated aircraft unit trainers. Course topics include training in aircraft navigation (INS/GPS); survivability (ASE); communications; weather avoidance; and associated Intelligence and Electronic Warfare (IEW) system operations. Students conduct local, cross-country, and simulated Sensitive Reconnaissance Operation (SRO) mission flight training. Students learn the operation and theory of the highly advanced Signals Intelligence (SIGINT) collection platforms, capable of providing emitter intercept and direction finding (DF) data, at a level of speed and accuracy unmatched by any other system in the field today.

Upon completion of the course, graduates receive an additional skill identifier (ASI). Graduates of the RC-12D course receive the F3 designator, while RC-12N course graduates receive the F4 designator. The designators assist branch managers with both initial and follow-on assignments within the SEMA community.

SEMA represents a unique relationship between the Military Intelligence and Aviation branches. Although the relatively small program is not widely known within either community, it has a proud and distinguished history in Army Aviation.

Editor's note: For more information on SEMA history, system descriptions, and locations, go to: http://nasaa.npoint.net/users/buley

—CPT Troy Lambeth, E Company, 305th MI Battalion, U.S. Army Intelligence Center and Fort Huachuca, DSN 879-6335 (520-538-6335/4354); Troy.Lambeth@hua.army.mil

Transforming The Force

Today's men and women in Army Aviation have transformed into a team of technicians required to understand the complexities of modern rotary-wing aircraft and the aviation mission. The sophisticated avionics, electrical and armament systems incorporated in the AH-64D Apache and OH-58D Kiowa Warrior helicopters are coupled through data bus technology. However, the sophisticated avionics and electrical systems are not just restricted to the aircraft and their crews.

TAIS

The Tactical Airspace Integration System (TAIS) will support the A2C2 element by providing Corps (G3 Air) and Division (G3 Air) automated and digitized A2C2 planning, coordination, and execution of the three-dimensional battle space.

ATNAVICS

The Air Traffic Navigation, Integration, and Coordination System (ATNAVICS) are fully instrumented radars consisting of surveillance, and capable of providing precision approaches with positive control to aircraft in combat and non-combat missions. The introduction of aviation onto the battlefield affords the Army a fighting force that is highly mobile, intelligent, and well-informed with lethal capabilities able to take on many diverse missions. As our focus shifts to the future, the Aviation Branch is working hard to implement other systems to enhance aviation capabilities.

Aviation Modernization Plan

The Aviation Modernization Plan will help bridge the gap between the Active, National Guard, and Reserve Components. The Modernization Plan will cascade modernized aircraft from Active Army units to National Guard and Reserve units. This will allow the retirement of many legacy aircraft. The modernization of the National Guard and Reserve fleets will allow Army Aviation to have a larger percentage of its aviators and aircraft repairers with comparable aircraft and skills.

Task Force XXI

Task Force XXI presented a proposal to the Chief of Staff of the Army that would require a single numerical branch identifier to align the Officer, Warrant Officer and the Enlisted Branches. Aviation Enlisted soldiers who are in career management fields (CMFs) 67 and 93 will have their CMF numerical identifiers changed to CMF 15. Documentation containing new MOS codes has an e-date of October 04 (FY05). Personnel will be reclassified to the new MOS from 1 June through 30 September 2004.

Air Warrior

The Air Warrior ensemble provides long-term solutions to many aviation life support equipment (ALSE) problems. This ensemble will provide the aircrew and aviation commanders a highly flexible, modular, state-of-the-art system that will provide every aviator the ability to perform under all conditions. The Air Warrior ensemble can also support either unit training or combat missions in an over-water scenario.

Flight School XXI

Training the aviation force will reflect many changes. Flight School XXI will afford Aviation Branch the opportunity to train more pilots in less time, making the best possible use of resources on hand. One element in the future will be the ability to incorporate realistic simulations into training. The objective of simulation development is to challenge the student's mental and physical abilities. This will allow the students to train under dangerous and hazardous scenarios that will enhance the students' flying skills without damaging aircraft or endangering lives.

Distance learning

Distance learning concepts are also important issues in training the force of the future. Aviation is working to develop training modules like Class Room XXI, Internet, and Interactive Multimedia courseware for a wall-less classroom. All these concepts will enhance and optimize training for the next generation of aviation soldiers, ensuring a higher skilled and lethal force for future employment.

—Ray Garza, Aviation Branch Proponency Office, DSN 225-1920 (334-255-1920), garzar@rucker.army.mil

Safety Is Our Shared Mission

Senior Army leadership and civilian employees at Fort Bragg, North Carolina and Watervliet Arsenal, New York have been participating in the Defense Employee Work Safety Demonstration Program (DEWSDP) since its introduction last November.

So, what is the DEWSDP? This pilot program has been mandated by Congress to introduce private industry's proven best safest work practices into DOD sites. The Army selected Fort Bragg and Watervliet Arsenal for participation in the pilot program which runs through September 2002. These two installations will evaluate whether these practices can improve DOD-wide civilian work force safety standards and reduce accident and injury rates and the resulting human and fiscal costs. Concurrent programs are being implemented by the other DOD services—Navy, Marines and Air Force. Results will be reported to Congress in December 2002.

This work safety program is different. Instead of traditional classroom-style training, its aim is to change—with your active involvement—the safety culture at your workplace and in the Army generally. Through the program, you will learn how to recognize unsafe behavior—your own and others'—and how to negotiate changing those behaviors. You'll also learn how to make identifying and reporting unsafe conditions part of the way you go about your daily business.

Safety is our workplace priority

The Department of Defense and the U.S. Army are committed to workplace safety. Currently, civilian employee occupational injuries and illnesses cost the Army in the vicinity of $169 million each year in direct costs (Federal Employee Compensation Act, 2001) and an Armywide daily average of 33 civilians injured on the job (OSHA, 2000). Department of Defense costs for workplace accidents and injuries are estimated at $600 million per annum, based on FECA figures.

The Army program has three integrated components:

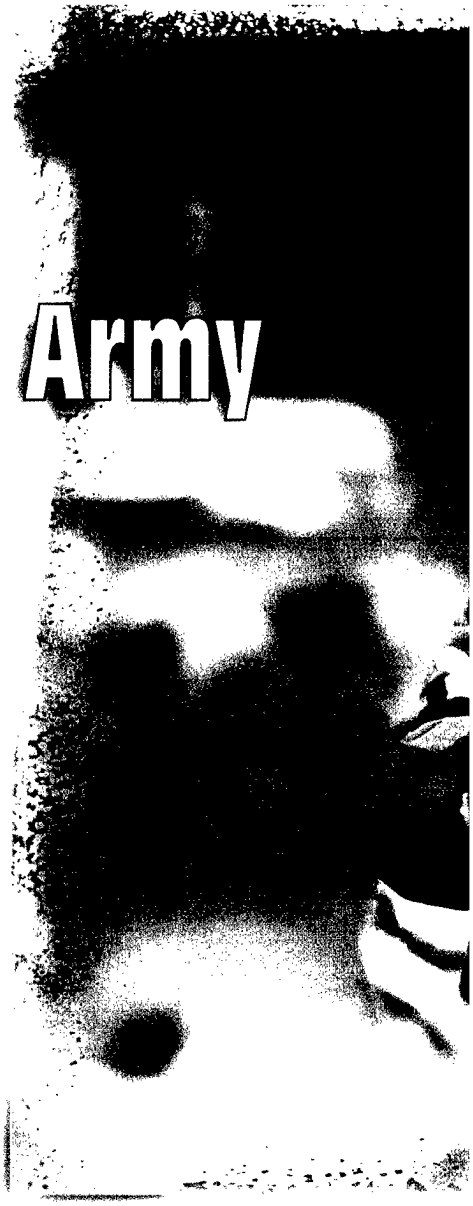
- **Safety training.** The DuPont Safety Resources-developed discovery-learning module is tailored to a range of onsite responsibilities that helps employees engage with safety issues in a solutions-focused manner. Developing observation and negotiation skills is a key element of this training. Ongoing coaching is also offered.
- **Data collection.** A sophisticated database, originally designed for Intel®, records safety observations and tracks accident and injury case management with customized real time data and analysis. The system—known as the Environmental Health and Safety Data Management System—also tracks employee observations and perceptions as a means of involving the total workforce in maintaining and developing safe practices. Server space for this web-based system is being provided by the U.S. Army Center for Health Promotion & Preventive Medicine.
- **Communications**. With the help of a range of onsite news media, management, and employees at participating installations, information is being disseminated throughout the command structure about progress of the pilot program. Information regarding the DEWSDP is now available through Army publications, television news services, and websites.

Army implementation of the DEWSDP is being managed by James Gibson, Office of the Director of Army Safety, and COL Mary Lopez, U.S. Army Center for Health Promotion & Preventive Medicine at Aberdeen Proving Grounds. DuPont Safety Resources (DSR), a division of the historic Delaware-based corporation DuPont, has been contracted to provide program implementation services to the Army.

POC: Ruth Riddick, Communications Program, Army Implementation Team, Defense Employee Work Safety Demonstration Program, (202) 365-3038, RiddickR@aol.com

NCO CORNER

Sergeant Major of the Army Sends . . .



I wish each of you could have been with me earlier this month when I spent a week visiting our great soldiers serving in Afghanistan and other corners of that area of operation. All of us should be proud of them and the work they're doing in support of America's war on terrorism. No matter if they were pulling force protection duties in Qatar, providing logistics support out of Oman, or fresh from the fight we're calling Operation Anaconda, all of these soldiers were pumped up about what they were doing for their country.

I told them their country and their fellow soldiers were proud of them. I ask each of you to keep them in your prayers as often as possible.

NCO business

From talking to sergeants who were on the ground in the Afghanistan highlands during Anaconda, I came away again impressed with the importance of the basic fundamentals of soldiering. Their time on the rifle range paid off, as their basic marksmanship skills and the M-4 rifles allowed them to consistently hit targets more than 400 yards away.

Their physical and mental stamina also served them well in the steep, barren terrain where the air was thin. One movement by soldiers of the 187th Infantry Regiment was expected to take as long as two days, but these Rakkasans soldiers did it in about eight hours. Equally impressive to me was the fact that there were minimal cold weather injuries reported during Anaconda, despite temperatures that plunged as soon as the sun went down and the minimal amount of cold weather gear carried by the soldiers.

All of these things—physical conditioning, marksmanship, and cold weather injury prevention—are NCO business; if Operation Anaconda is any indicator, our sergeants know their business quite well.

I was especially proud of the performance of our younger soldiers for another reason. Some have been quick to criticize the soldiers who have joined the Army in recent years, saying they somehow don't measure up to their predecessors. I wish anyone believing that could have been with me on that trip, both to hear stories of their performance and see the fire in their eyes. Today's soldiers are as good as any that have ever worn our Army's uniforms. Period!

Other leaders and I recognize that our troops in Afghanistan aren't the only ones working hard these days. Many soldiers are

putting in incredible hours at their home stations on force protection duties and supporting the war on terrorism. Additionally, thousands of our troops are deployed far from home in places other than Afghanistan and the Philippines. Their contributions are vital to our country's interest, and I hope leaders at all levels are expressing that to them as often as possible.

Army Transformation

I also spent time this month at Fort Lewis staying abreast of the Army's Transformation. I bought into this process a long time ago; but the more I learn about it, the more convinced I am that it's absolutely the right thing for our Army.

If our interim brigades were online, they would be carrying much of the frontline load in Afghanistan right now. Once they are ready, they will play a critical role both in future missions and in developing the objective force.

Exceptional Family Member Program

No doubt because my own family has been enrolled in the program for years, I try to stay involved with the military's Exceptional Family Member Program (EFMP). Based on personal experience, I can tell you that it means a lot to the parents of a special needs family member when the chain of command understands EFMP and takes time to occasionally ask about EFMP families in their units. That little bit of knowledge and concern can go a long way toward helping EFMP families feel like they are truly understood and cared for. I ask leaders—especially at battalion level and below—to reach out to these families, get to know them, and learn what the program offers in their respective area.

Army Soldier and NCO of the Year

I'm getting excited about the rapidly approaching Army Soldier and NCO of the Year competition, which will bring our MACOM's finest to Washington, DC, for the final competition.

This is the first time in institutional memory this has been done, and I ask for your assistance in looking for ways to publicize this event. You can help by ensuring your unit and installation soldiers and NCOs of the year receive publicity in your command's newspapers, web sites, and other internal media outlets. Also, if your unit's

best are among the MACOM finalists coming here, ensure your public affairs offices are publicizing that story as well, both on and off the installations.

This is a good news story for all of us, and the personal involvement and availability of senior NCOs in publicizing this new program will only serve to increase the honor going to the individuals who win, as well as their MACOMs, posts and units.

Basic courtesy

It could be that I'm old-fashioned, but for years much of my initial impression of a person or an organization has been based on how polite and courteous they are. Some might call this military courtesy; but to me, it's basic courtesy and doesn't necessarily have a lot to do with a person's place of employment or job title.

Little things like simply saying "hello" to another person crossing a parking lot, standing up when you're doing business with your co-workers, and maintaining a positive, professional outlook have always been important to me. And, more importantly, I believe these acts of good manners do something for morale and impact how an organization perceives itself.

Leader involvement is key to reducing accidents

We've lost several soldiers this month in several accidents, and I hope these tragedies will motivate each of us to put safety at the forefront of every plan we make and all we do throughout the day. I remain convinced that leader attentiveness and involvement are the keys to reducing accidents.

Complacency can cost an organization in areas beyond its safety statistics. The events of last year demonstrate that we have enemies who wish to destroy us. They watch us, probably more often than we want to believe, in hopes of discovering weaknesses that can be exploited. All of us—at all levels—must guard against complacency.

This is especially key as the war on terrorism begins to lengthen and deployed units begin a rotation schedule. Just as good soldiers work constantly to improve whatever fighting position they occupy, I hope leaders will constantly review and refine their force protection procedures. This could save more lives than we could possibly know.

Housing allowance surveys

I noted recently that housing allowance surveys have been mailed to more than 17,000 overseas service members who don't live on military installations. The surveys collect information on costs associated with utilities, trash disposal, heating fuels, security fees, and a number of other routine maintenance costs. The results are then used to determine how much overseas housing allowances will be increased in the coming years.

"I remain convinced that leader attentiveness and involvement are the keys to reducing accidents."

Typically, less than half of the surveys are completed and returned, and that could cost some of our soldiers money. I ask you to remind your formations that these surveys are on the way, encourage recipients to complete them, and remind them that they can be done via the Internet.

Veterans

I'd like to leave you—as I often do—with a note about our great veterans. For those of you who haven't made it a point to get to know the veteran groups in your area, I suggest that you are missing out on opportunities that are both rewarding and motivational.

I recently accepted an invitation to travel and speak before a small American Legion Conference. Just having a senior, active-duty NCO talk about today's Army seemed to mean a lot to them. I'd like to remind you that our veterans are a group that we can never do enough for.

Again, I appreciate everything you're doing for our country, our Army, and our soldiers. God bless!

—Adapted from Sergeant Major of the Army's April Thoughts-n-Concerns

ACCIDENT BRIEFS

Information based on preliminary reports of aircraft accidents

AH-64

Class A

A model

■ While flying as Chalk 2 in a flight of two at 150 to 200 feet above ground level (AGL), crew felt something and made the radio call "We are going down." The PC of the lead aircraft observed the accident aircraft entering a large dust cloud in a nose high altitude. The aircraft impacted the ground, rebounded into the air and traveled approximately 30 yards before contacting the ground a second time. Aircraft slid about 15 yards before coming to rest upright. Right wing stores were ripped from the wing. The landing gear collapsed, both crewmembers seats stroked, the tailboom boom separated, and both engines and the transmission were displaced. Both crewmembers seriously injured. Aircraft was destroyed. (Investigation continues.)

C-12

Class E

D model

■ During run-up (on runway), prior to take-off, Number 2 engine would not accelerate past low idle. Crew taxied back to parking, shut down, and notified maintenance.

C-23

Class E

B model

■ The aircrew was conducting training in the airport traffic area at 2000 ft. and 140 knots. While on vectors for the ILS 14 approach; the pilot on the controls began reducing power from 3,000 to 2,000 pounds of torque when the aircrew heard a loud report from the right side of the airplane. Subsequently, torque indications went from 3,000 to 1,200 pounds of torque instantaneously, then stabilized at 2,000 pounds. No other observations were observed. Airplane landed without further incident.

CH-47

Class C

D Model

■ Right aft landing gear collapsed during post-landing taxi. Aircraft settled on its right side, sustaining damage to the landing gear drag base, other associated components, and to the fuselage (sheet metal).

Class E

■ During cruise flight, beep trim was discovered to be inoperable. Aircraft landed without further incident. Replaced N2 Actuator.

OH-58

Class A

D-R model

■ Aircraft was at 50 knots about 40 feet above ground level when audio warning sounded. IP reduced collective and began a cross check of the instruments in the belief it was a high TGT warning. He detected Rotor RPM decreasing and reduced collective further. Aircraft landed hard in an upright position. Tailboom, mast-mounted sight, and all four main rotor blades separated from the aircraft during landing. Crew sustained minor injuries, aircraft was destroyed.

■ Aircraft reportedly contacted wires during training flight and landed hard on a major thoroughfare, coming to rest on its side (rolled 90 degrees). Crew was able to egress unassisted and notified the local Chain of Command. Damage initially assessed as Class B. Pending further ECOD, potential exists for Class A damage to the airframe.

Class B

■ Aircraft was conducting J-ship flight envelope testing with winds reported at 30 knots. The accident aircraft was secured to the ship at flight idle when another aircraft was cleared to a position to its front. The combination of rotor wash and wind over the deck caused the OH-58DR to experience excessive rotor blade flapping resulting in damage to three rotor blades, the wire strike protection system, tailboom, and two aircraft mooring points. Crew was uninjured.

Class C

A model

■ N1 and TOT peaked during engine start-up, requiring the crew to execute Hot Start procedures.

■ TOT exceeded prescribed limitations during engine start.

C model

■ TOT peaked at 1000 degrees Celsius (hot start) during engine start up. Aircraft contacted the ground in a tail low attitude during a "deploy to cover" demonstration. Post-flight inspection revealed damage to aircraft's vertical fin, aft cross tubes (spread), and potential K-flex/isolation mount strike.

UH-60

Class A

L model

■ Aircraft landing gear touched down in a hole during landing. Main rotor blades struck ground and separated from aircraft. One passenger sustained minor injuries. (Investigation continues.)

Class C

A model

■ During landing in a snow covered LZ, aircraft's Doppler was punctured by an unidentified object.

■ Crew experienced engine fire indications (Master Caution, oil pressure segment, and TGT-red instrumentation readings) during shutdown procedures. Emergency procedures were in effect until fire-out was confirmed.

■ Crew chief sprained his ankle while de-boarding the aircraft to secure the doors while engines were in operation. Injury resulted in lost workday.

NEWS & notes

Aviation Branch Gets New Position

MG John M. Curran, Commanding General of the U.S. Army Aviation Center and Chief of the Aviation Branch, has named CW5 Stephen T. Knowles II as the branch's first chief warrant officer. Knowles will be Curran's principal adviser on all aviation warrant officer issues. As part of his duties, he will assess the status of warrant officer training, professional development, morale, recruitment, retention and any other topics impacting readiness. Knowles will represent the more than 10,000 aviation warrant officers in the Army. Warrants currently account for 75% of all Army aviators.

FOD Nightmare

Take a look at the dead blow hammer in your aviation footlocker. It takes a beating when you're working on aircraft rotor heads or doing other prescribed maintenance. It takes more of a beating if you hit sharp surfaces with it. These blows can cut or crack the hammer—and small cracks eventually become big cracks. If it takes too much of a beating and cracks open, the result is a FOD nightmare—lead BBs spilling everywhere. If that happens during work around the rotor head, you've got a FOD problem that could take weeks to clean up.

Follow TM instructions and use the hammer only where a maintenance procedure calls for it. Then inspect the hammer periodically for cracks before using it. Make sure BBs aren't showing through the rubber.

—PS Magazine

Farewell

The entire staff here at the U.S. Army Safety Center would like to bid a fond farewell to Ms. Judy Wilson, Managing Editor of *Flightfax* for the past 2½ years. Ms. Wilson has returned to her "roots" and accepted a promotion as a Public Affairs Officer with the Jacksonville Corps of Engineers in Jacksonville, Florida. We wish her the best of luck in all future endeavors, and thank her for her tireless efforts to produce a quality monthly magazine dedicated solely to the safety and well-being of the aviation professional.

Hello

We also take this opportunity to welcome Ms. Paula Allman as the new Managing Editor of *Flightfax*. Ms. Allman is no stranger to the Safety Center, as she is currently the Managing Editor of *Countermeasure*, our monthly magazine dedicated to the safety and well-being of the ground soldier and related systems. We look forward to her fresh approach and are confident that Paula will attack aviation issues with the same tremendous energy she has poured into *Countermeasure* over the last 5 years.

Thanks

I would also like to say thanks to You, the readers and aviation professionals, for your continued, unwavering support and dedication to Aviation Safety.

Although I'm leaving to attend the War College in July, it has been my distinct privilege to serve as the Publishing Supervisor of both *Flightfax* and *Countermeasure* magazines over the past 11 months. Throughout the period, it has remained our mission to provide you with quality, well-written, informative and relevant coverage of safety-related issues, TTPs, DOs & DON'Ts, and accident analysis with one end-state: Accident Prevention. I challenge each of you to continue your vigilance; you Can, Have, and Do make a difference every day. You cannot let your guard down...because the loss, injury, or damage to a single soldier or piece of equipment in a preventable accident could mean the difference between success and failure on the next battlefield.

Safety First, Soldiers Always!

–LTC Scott G. Ciluffo, Deputy Director of Operations & Publishing Supervisor, DSN 558-2801 (334-255-2801), scott.ciluffo@safetycenter.army.mil